The President is Honored

Theodore Glass, national FSSA president, recently received the coveted "Yachtsman of the Year Award" from the Crab Orchard Lake Sailing Club. The award is only given when a member distinguishes himself and is not necessarily given annually. Ted is past commodore of the Crab Orchard club and a member of FS Fleet 30. He is pictured here with his wife, Florence.

Attention Regatta Chairman

Scots n' Water is anxious to publish schedules and news about 1973 Regattas. Informing our readers early in the year promotes participation and permits better planning. Our readers like to know the results of regattas and see a few pictures.

We can only publish those schedules and results which are reported. We still don't know who won the Hoosier Hot Scot Regatta last fall.

Two Florida Regattas in February

The Mid-Winter Warm-Up

The Mid-Winters Warm-Up Regatta is scheduled for February 17 and 18 in Pensacola, Florida. The Mid-Winters Championship is scheduled for February 23, 24 and 25 in Panama City, Florida.

Buddy Pollak has announced three races for the Warm-Up Regatta. Two races will be held Saturday afternoon and one Sunday morning. Trophies will be presented for the first five places. Buddy says boats may be left in Pensacola between regattas. The skippers meeting will be at noon on Saturday and a buffet dinner and dance will be held Saturday evening.

The Mid-Winter Championship

The Mid-Winter Championship will consist of five races over a three day period. The first two races will be elimination races to permit a division of the fleet into championship and challenger divisions. All points earned in the first two races will be dropped and scoring will start anew for the final three races. Skipper and crew prizes will be awarded for the first five places in each division.

Registration begins Thursday morning February 22 and the skippers meeting will be held at noon on Friday. A meeting of the Board of Governors will be held Wednesday evening February 21. Sightseeing boats will be available for spectators.

Last year 46 Scots participated in the Mid-Winter Championship which was won by Paul Schreck, the sailmaker from Lilian, Alabama, for the third straight year. Woody Stieffel of Bay, St. Louis was second and Vince DiMaio won the challenger division. Doug Sansom of Pensacola won the Warm-Up Regatta and Vince DiMaio was second.

CORRECTION

In the last issue we listed a "Semi-Annual Flying Scot Meeting" for Wednesday, February 21 in Panama City, Florida. This was in error — there will be no semi-annual meeting. There will however, be a meeting of the Board of Governors on Wednesday, February 21 in Panama City.
From the Log of a Flying Scot

Editor's Note: The following article is part of an article written by Beaumont Cooley of Littleton, Colorado and owner of Flying Scot 923. This part of the article was published in Roundup, one of the house organs published by Chevron Oil Company. Cooley is a senior geologist with Chevron. Earl Jones also a Scot owner and also a Chevron geologist accompanied Cooley on the cruise.

Earl and Beaumont plan another trip in May and would like to hear from any Scot owners who would like to join them. Cooley's address is: 5275 West Portland Drive Littleton, Colorado 80123

The walls continued to narrow and seemed to increase in height as we continued up Llewellyn Gulch. The lake, with waters lapping against the vertical sides of the canyon, was perhaps 125 ft. wide—certainly no landing place here. Sailing was idyllic with the boat gliding along in the three to five knot wind under jib and mainsail. Roy fished from the back deck. Just after Roy caught and landed a 15-inch carp and we rounded a 90-degree turn, the wind abruptly changed direction from up-the-canyon to down-the-canyon and increased in strength to about 45 knots. We were caught in the one thing that had concerned us the most in planning this trip—wind from a sudden desert thunderstorm.

Luckily, we were able to control the boat during that five to ten second critical time of the wind shift. The winds were absolutely ferocious (much like, I imagine, being in a butter churn) seemingly coming from all directions without pattern and changing velocity abruptly. A cardinal rule in boat sailing is to keep the boat moving and this became our major concern once the initial onslaught of the wind shift passed. But the force and gustiness of the wind made even this difficult.

Unfortunately, we had run our outboard dry, cruising in the no wind condition earlier in the day so we had no choice but to continue to sail. Of course, in this deep and narrow canyon, turning and running with the wind was out of the question so we took the other only course open, a beat to windward. (A boat is sailing 45 degrees toward the wind and then tacking or changing heading to 45 degrees on the other side of the wind.)

Sailing is thought of as a quiet sport, but not so today. The wind was roaring down through the canyon, sounding much like there was a drag racer coming. Added to this sound was the wild flapping of the main and jib sails as we were forced to spill wind from the sails to keep from capsizing. Voice communication was by shouting only.

After our first tuck, it was obvious that we must get the mainsail down. I shouted to Roy to standby to lower the main and then headed the boat to windward. I must say that Roy set a record in lowering a main as we got it down and slowed the boat lost steering. Now the task at hand became beating to windward on the jib not a particularly easy task in a Flying Scot sailboat. The wind continued with its ferocity and it took us about 25 minutes to move up canyon about 100 yards. Once around the next bend we were out of the chutes and things let up some. It continued to be difficult but we did make progress.

As you could gather by now, I am a sailboat enthusiast and the prospect of cruising Lake Powell has intrigued me for a long time. I own a Flying Scot, a 19-foot centerboard sloop. When Earl Jones, who also owns a Flying Scot, was transferred from Gainesville, the idea of sailing Lake Powell began to take form.

Lake Powell backs up above Glen Canyon Dam on the Colorado River into Arizona and Utah for about 186 miles. The lake is in deeply incised canyon country and has over 1,900 miles of shoreline and will contain over 27 million acre feet when filled. For sheer spectacle there is no other like it on earth. The lake has five floating marinas none of which are closer than 50 miles from one another. Because there are few inhabitants in the vast region of Lake Powell, these marinas are the only connection with civilization while on the lake. Almost all the boating on Lake Powell is power boating, sailing is virtually nonexistent.

Both Earl and I realized the difficulty of sailing a desert lake because of locally strong, gusty winds and the ever present danger of being caught out on the water during a sudden storm. Placing the lake 500 to 800 feet down into a narrow canyon
serves only to compound the hazard. Before the go ahead decision was made, we spent almost a year of research on weather records and planning, climaxd by extensive conversation with a sailboat who sails out of Wahweap Marina near Page, Arizona. Winter and fall sailing was ruled out because of lack of wind; spring was eliminated because of prolonged strong west winds and summer, of course, because of the heat and severity of the summer storms. But there was a month or so between the spring winds and the onset of full summer where conditions seem favorable.

Earl and I interested two other Chevron employees who were also sailboat owners in the project, Roy Zilik who owns a Barecat Bay Sloop and Ken Willamson who owns a Startfish sailboat.

Early June was decided on as the best time for this adventure so the four of us, along with two Flying Scotts and supplies for a week, arrived at Bullfrog Marina, 149 miles southwest of Green River, Utah, on Saturday, June 3. Because the Flying Scott is strictly a day sailer type boat (i.e., no cabin or sleeping area aboard) each man brought sleeping bag and mattress for sleeping on deck. Ken brought a tent-like shelter which was used when the weather threatened. Cooking was done on a stove, but only at breakfast and supper. Lunch was meat sandwiches at first and later peanut butter and jelly. Each boat had a small auxiliary outboard motor to be used in emergencies and when there was no wind.

After the first two days on the water, we sailed under mainsail, jib and spinnaker in 10 knot winds to Rainbow Marina. Rainbow Marina is in Forbidden Canyon about 50 miles from Bullfrog and access to this floating marina is only from the lake. There are no roads or trails of any kind. Chevron fuels this depot as they do all the marinas on Lake Powell. The lady who runs the marina store told us that on the previous weekend (Memorial Day) they had sold 40,000 gallons of gasoline per day for four days running and finally ran out of fuel temporarily on the afternoon of the fourth day.

Forbidden Canyon is a narrow and tortuous side canyon that leads to within about one mile from the Rainbow Bridge National Monument. The Bridge, perhaps the most famous feature on Lake Powell, is a giant natural archway shaped in hard sandstone to symmetrical perfection. It is 396 feet high, 278 feet wide and its arch is 47 feet thick. Access to this awe-inspiring sight is practically impossible except from Lake Powell. The viewing of Rainbow Bridge was the high point of this sailing adventure.

The group camped in the area of Rainbow Bridge for two days, fishing, hiking and sailing. The return trip was started Thursday morning. A side trip was taken up the Escalante Arm to Davis Gulch where the first night of the return trip was spent. The second night was spent camping on the shore of the main canyon opposite Iceberg Canyon with arrival back at Bullfrog Marina about 2 P.M. on Saturday, June 10.

This trip was more than just a sailing undertaking. All four of us by school are geologists and a visit to this great and beautiful lake with its geologically fascinating bed forms was indeed an adventure of a lifetime.

Another New Fleet, 108 Southmont, North Carolina — High Rock Lake

By: Dick Schultz

Ten years ago Bill Mayt促销 helped to establish Flying Scott Fleet No. 27 on Kerr Lake, Henderson, North Carolina. Fleet No. 27 served the Northcentral area of North Carolina until five years ago when High Rock Lake was established. High Rock Yacht Club was formed and had two members with Flying Scots. These members were Dr. Hal Green, No. 147 and Ernie Mayt, No. 775. Ernie and his wife who also crewed brought the word of High Rock to those Scatters at Kerr Lake.

This past year a number of Fleet No. 27 members sailed with the Carolina Sailing Club and the High Rock Club. During August the possibility of a fleet for High Rock was discussed with Dr. Bill Singleton, No. 2110, our District Governor. Dr. Hall Green, No. 147, opened his house on High Rock Lake to the Flying Scott Fleet after the September regatta. During the September meeting Dr. Hal Green was elected Fleet Captain and Dr. Richard Schultz was elected Fleet Measurer and Secretary.

A fleet roster was prepared and a request for a fleet charter was forwarded to Mary Doolittle, the Flying Scott Association Secretary. In December, 1972, the High Rock Flying Scott Fleet was granted charter No. 108.

Although our charter has nine Flying Scotts listed, Dr. Bill Singleton, No. 2110, Debbie Peterson No. 1849 and Dr. James Leggett No. 1518, sailed with us on a regular basis. Fleet No. 108 ended the 1972 season on a winning note as Ernie Mayt No. 775 won the Fleet Championship. Dick Schultz No. 1885 was the Champion of Fleet No. 27 on Kerr Lake.

We are planning on a monthly newsletter and will be sailing in such regattas as the District Championships, Lake Norman Invitational, North Carolina Governors Cup, Morehead City Regatta, Oriental Sailing Social, High Rock Invitational, and Smith Mountain Lake Invitational. We hope to have representation in the North Americans in 1973.

Erickson Wins At Jackson

By: James Reeves

The 1972 Hospitaity Regatta has come and gone and we feel that once again it was a highly successful event. The three ingredients necessary to make an outstanding regatta were all here: fair breezes, excellent sailors, and wonderful visitors.

The Flying Scots furnished the largest class on the starting line with 35 boats answering the starter's gun.

The members of Flying Scott Fleet 45, along with the Jackson Yacht Club wish to express our heartfelt thanks for the wonderful turnout at our regatta and we are hopeful that next year we can look forward to seeing these 35 skippers and crews back with us again along with many others, including you and yours.

1. C. Erickson, New Orleans, Louisiana
2. T. Stitt, Lillian, Alabama
3. F. J. Meno, Columbus, Ohio
4. J. Batte, Jackson, Mississippi
5. V. DiMaio, Toledo, Ohio
NAC Dates Set — August 21, 24

The fifteenth annual Flying Scot North American Championship will be sailed on Long Island Sound off Riverside Yacht Club August 21 through August 24.

Fleet 7 will be the host fleet and David Griffin has been appointed NAC Chairman, Fleet Captain David Williams is Registration Chairman and Wayne Jostrond is Publicity Chairman.

Registration and measurement will begin on Saturday August 18 and continue through noon on Tuesday. A tune-up race is scheduled for Monday afternoon with the first official race of the championship Tuesday afternoon. Two races are scheduled on Wednesday with a box lunch served on the water. The fourth race will be held Thursday and the fifth and final race Friday morning. The annual meeting of FSSA is set for Tuesday evening following an informal cook-out.

The 1973 Championship will be the third held at Riverside and hosted by Fleet 7. The first was held in 1962 and won by Sandy Douglass. The championship returned to Riverside in 1968 and was won by Franklin Bloomer of the host fleet over Sandy Douglass by the narrow margin of 1/2 of a point. Going into the last race of that series, Bloomer led Douglass by three points. To win, Sandy needed to put two boats between him and Bloomer, He missed by one. Sandy won the final race and Bloomer held onto third place thereby making him the overall winner.

Fred Weintz, the FSSA President in 1968, wrote in Scots n' Water that the "... tenth annual championship took place under four consecutive days of clear skies, unlimited visibility and fresh shifting northerly winds, perhaps the best sailing conditions in the history of the championship."

Dr. Seguin Is Canadian Champion

Dr. Gillis Seguin of Roucouville, Quebec, Canada won the Canadian Flying Scot Championship sailed on Lake of Two Mountains, September 23 and 24.

Two races were sailed on Saturday in moderate winds over a modified Olympic course. The third race scheduled for Sunday was cancelled due to extremely high winds. The Lake of Two Mountains Yacht Club hosted the championship.

Stewart Swan finished second and Marcel Boulanger won third place. All three top winners are members of Fleet 36, Montreal.

Northeastern Regional Championship

Spray Beach Yacht Club of Long Beach Island, New Jersey will be the site of the Northeastern Regional Championship on June 22 and 24. The governors of the greater New York, Northeast and Capitol Districts have requested the FSSA Board of Governors to make this a "sanctioned" event.

In a letter to President Ted Glass the three District Governors, Robert Rich, Clarence Roos and Robert Davis suggest that such a championship regatta would be an excellent way to ready the members of these three districts for the North American Championship which will be held at Riverside, Connecticut in August.

The Rules We Sail By

By: Robert Hanna

Rule 52 "Touching A Mark"

Rule 45 "Yachts Re-rounding After Touching A Mark"

These two related rules, instituted in 1969, provide a sensible relaxing of the "disqualification" penalty in force prior to that time. Before the 1969 change in the rules, a yacht which touched a mark was required to "retire immediately". This seems to be a severe penalty particularly since the infringement, in almost all cases, would not impede the progress of another yacht. The provision permitting a yacht to correct her error by re-rounding is now consistent with that of an "early starter" who is permitted to correct by re-starting. Rule 45 requires a yacht which is re-rounding to "... keep clear of all other yachts which are about to round..." This is substantially the same as Rule 44 concerning yachts returning to start.

The rule (52) appears to be quite clear and it would seem little question should be raised about its application. But the NAYRU Appeals Committee has entertained and ruled on six cases where Rule 52 was involved. Two of these cases are discussed in this article. The complete text of Rule 52 follows:

1. A yacht which either:—
   (a) touches:—
   (i) a starting mark before starting;
   (ii) a mark which begins, bounds or ends the leg of the course on which she is sailing; or
   (iii) a finishing mark after finishing, or
   (b) causes a mark vessel to shift to avoid being touched,
   shall retire immediately, unless she claims that she was wrongfully compelled to touch it by another yacht, in which case she shall protest. However, unless otherwise prescribed in the sailing instructions, when the mark is surrounded by navigable water, a yacht may correct her error by making one complete rounding of the mark, leaving it on the required side without touching it, in addition to rounding or passing it as required to sail the course. In the case of a mark at the startboard end of the starting or finishing line, such complete rounding shall be clockwise, and at the port end of a starting or finishing line anti-clockwise.

2. For the purposes of rule 52.1: Every ordinary part of a mark ranks as part of it, including a flag, flagpole, boom or hoisted boat, but excluding ground tackle and any object either accidentally or temporarily attached to it.

Appeal No. 59

Last summer Joe Moore, a young friend of ours and a real comer, was disqualified in the last race of a three race regatta. Had he not been disqualified Joe would have finished among the prize winners. Naturally he returned home a disappointed young man.

Joe explained that the mooing line for the weather mark had an exceptional amount of scope and as he rounded the mark his centerboard touched the ground tackle. What Joe did not observe was that the action of his centerboard against
the ground tackle pulled the mark into the side of his boat. Joe
was protested. The protest was allowed and Joe was out.

We remembered reading something about this and
consulted the NAYRU Appeals Committee Decisions. We found
that the Committee in Appeal No. 59 had ruled on a very simi-
lar case in 1954. In that case the committee stated, “In our
opinion, it is the clear intent of Rule 52 that a yacht which
touches a mark through no fault of her own should be held
blameless. A mooring line is part of a mark’s “ground tackle”
and the latter does not count as part of a mark [Rule 52.2].
Consequently, there is no penalty for fouling it, and we hold
that a yacht that touches a mark because she has drawn it
against her side by fouling its mooring line is not subject to dis-
qualification.”

We urged our young friend to file an appeal and used the
occasion to deliver a lecture on the advantage of being thorough-
ly familiar with the rules and the appeals.

When we started to prepare this article we rechecked the
rule and the appeals. Only this time we were amazed and con-
fused to find that in Appeal No. 59 the committee ruled com-
pletely opposite to the ruling stated above. We had made a mis-
take. Last summer we consulted the 1965 edition of the deci-
sions and in the current or 1970 edition the decision had been
reversed. This lesson here is to be sure you are working with the
current or latest edition of the decisions. NAYRU headquarters
has told us that they do not plan a new edition of the decisions

In the current decision on Appeal No. 59, the committee
calls attention to the hazard caused by ground tackle and
states “... observation and discretion is required in allowing
for its presence.” The committee goes on to say that ground
tackle is not a part of a mark and then adds “If, however, fou-
ing its ground tackle causes the mark to be drawn against the
yacht, the mark has been touched and the yacht involved must,
in accordance with Rule 52.1, retire immediately, or protest
another yacht she claims wrongfully compelled her to touch it,
or correct her error in the manner prescribed by making a com-
plete rounding of the mark in addition to rounding or passing
it as required to sail the course.

Appeal No. 149

Fred Sears of Dallas Texas is a controversial figure in our
Flying Scot Association. But, even Fred’s detractors must
acknowledge that he knows full well how to sail a boat and his
thorough understanding of the rules is matched by few.

Fred, sailing FS No. 553, touched a mark when jibing.
He tacked so soon and so quickly to take the re-rounding pen-
alty that the boat stayed in contact with the mark until the tack
was completed. Fred then cleared the mark and completed the
re-rounding to a proper course to the next mark. Fred was pro-
tested on the grounds that he had touched the mark while
rounding and should have re-rounded a second time.

Fred was disqualified for “not having made one com-
plete rounding of the mark without touching it.” He appealed
on the grounds that while FS 553 “remained in contact with
about a quarter of the periphery of the mark as she tacked, con-
tact with the mark closed before she reached a line through

the mark perpendicular to the course from the previous
mark...” The Gulf Yachting Association District No. 1
Appeals Committee sustained the original decision and held
that Sears was disqualified. The Committee said FS 553 failed
to meet the requirement of Rule 52.1 “by making one com-
plete rounding of the mark, leaving it on the required side
without touching it in addition to rounding or passing it as re-
quired to sail the course”.

Fred Sears is no quitter — he appealed again. This time he
won. The NAYRU Appeals Committee decision follows:

The pertinent part of Rule 52.1, Touching a Mark, reads:
"a yacht may correct her error by making one complete rounding
of the mark, leaving it on the required side without touching
it, in addition to rounding or passing it as required to sail
the course.” The phrase “without touching it” modified
"leaving it on the required side” and not “by making one com-
plete rounding of the mark.” Attention is called to Case 42,
Interpretations of the Yacht Racing Rules, published by the
International Yacht Racing Union, from which case the follow-
paragraph is pertinent:

"The rule says that: a yacht which touches a mark may
correct her error by making one complete rounding of the
mark, leaving it on the required side without touching it...” Does this require a rounding of 360 degrees
without touching? It does require a 360 degree rounding,
but not a full 360 degrees after touching because such a
requirement would be impracticable to administer, since
even the yacht herself would find it almost impossible to
determine either the exact spot on the mark where con-
tact ceased or when, in rounding the mark without touch-
ing it, she had returned to a point opposite that spot.
Also the rule requires that the final rounding or passing
be made without touching the mark, just as it should
have been rounded or passed the first time.”

The evidence shows that No. 553 made one extra round-
ing of the mark in addition to what was required to sail the
course and that even though she was in touch with the mark
for about 180 degrees around it, she was clear of it while mak-
ing her second rounding and that she therefore properly ful-
filled the requirements of Rule 52.1.

JANUARY-FEBRUARY, 1973
Decorate Your Office or Den with a Personalized Pen and Ink Print of Your Own Flying Scot

Choose between a Flying Scot straining for the marker as shown in drawing one, or the Flying Scot straining for the marker with her spinnaker as shown in drawing two.

This 14" x 17" drawing will make a wonderful gift for the skipper, crew or yourself.

---

**FIGURE ONE**

**FIGURE TWO**

---

**Flying Scot Description Order Form**

**Description Details:**

1. Sail numbers __________________________
2. Chevrons, if any ________________________
3. Type of jib and window, if any __________
4. Stripes or designs on hull or sails __________
5. The name, date and location (yacht club) of your best regatta _________________________
6. Number of prints you would like Figure One ________ Figure Two ________
7. Other distinguishing characteristics __________________________

---

A $10.00 fee for each print will include the art work, tax, handling and postage. Please make checks payable to L. W. Stevens: 60 West Winona Avenue, Suite 10 A, Norwood, Pennsylvania 19074.
Schreck Sails New All-Weather Cut Cleans Up North American Championship

4 OUT OF THE FIRST 5 PLACES
8 OUT OF THE FIRST 10 PLACES
6 OF AVAILABLE FIRST PLACES

EVERY RACE SAW ALL KINDS OF WEATHER

To: Paul Schreck & Co. Sailmakers
S. Scenic Drive
Lillian, Alabama 36549

Telephone (205) 962-4345

Please ship ______ suit(s). Scot # _________
Velocities where I sail most are _______ to _______ knots.
I prefer the all weather suit.

Please mark colors on spinnaker sketch.

I am enclosing check in full.
You will pay freight.

I am enclosing 50%, and references; and will pay balance in ten days.

Suit - 5 oz. Dacron - $285.00*
Jib - 5 oz. Dacron - 95.00*
Main - 5 oz. Dacron - 200.00*
Spinnaker - 3/4 oz. - 130.00*
*includes royalty tag
Brummels - set $7.00

Name ________________________________
Address ________________________________
____________________________________
____________________________________

Signature

SWAGING - SMALL BOAT HARDWARE - COVERS
RIGGING - ROPE TO WIRE SPlicing

JANUARY-FEBRUARY, 1973
Dinghies and Centerboarders

Editor's Note: From time to time Scots 'n Water publishes a few paragraphs from a book which we believe is a worthwhile addition to a sailor's bookshelf. The following paragraphs were taken from Race Your Boat Right by Arthur Knapp, Jr. and published by D. Van Nostrand Company, Inc.

Most sailing experts will, if you give them half a chance, stand up and declaim at length on the many virtues of the centerboard boat as the ideal boat in which to learn to sail. They will point out that the centerboard will teach you to balance your boat, and the importance of balancing your boat. They will tell you that a centerboard boat is capacious, that therefore you will learn to have the proper respect for your boat, especially after one or two dunkings. They will end up by saying that the centerboarder is safer for the beginner because in practically every case it will float while a keel boat is apt to sink. I agree with the experts entirely, but I wish to put further emphasis on the thought that centerboarders will teach you how to balance a boat so as to get the most out of it and how great a part this balance plays in successful boat racing.

In 1928, fresh from Princeton, fresh from winning the first "Big Three" Intercollegiate Sailing Championship, and fresh from a number of years of sailing keel boats (though my first boat was a centerboarder), I took a friend, Tom Childs, who knew very little about sailing, to Mystic, Connecticut to a little yard to rent a boat for a couple of hours. The owner of the yard put us aboard a twenty-foot centerboard catboat, upon our assurance that we knew all about sailing. We lowered the board, hoisted the gaff-rigged main and cast off, but nothing happened. Every time the mainsail filled the boat ran up into the wind and we couldn’t get under way at all. We drifted off to leeward while all this was taking place, but no matter what I did, we just couldn’t get that catboat to sail. Finally in desperation, I lowered the mainsail and paddled back upwind (fortunately it was light air), I told the owner what had happened and he offered to get us a ten-year-old boy who’d take us out. I thanked him and said something to the effect that I could sail well enough myself, but the boat wouldn’t sail. It ended by his giving us our money back and our sheepishly making tracks away from there.

Do you know it was quite a long time before I realized what a donkey I had been? If I had only raised the centerboard a little, the balance of the boat would have changed and we’d have had a lovely sail. I had completely forgotten over my years of keel-boat sailing how really important a centerboard and its balance can be. I am sure the ten-year-old boy would have immediately recognized the problem and corrected it, but I was much too stuffy at that point to take any advice from a mere child. Twenty-eight years of winter dinghy racing have helped to replenish my knowledge of centerboarders and also (I hope) to reduce my stuffiness, for I have on occasion taken a word or two of advice from my current eleven-year-old dinghy crew, Ralph Petley—1951-’52; Bill Kelly—1953; Joe Kelly—1954; Pete Kelly—1955 and ’56; Bobbie Walden (my godson)—1957; Bruce Bradfute-1958 and ’60; and occasionally (Miss) Bernie Kelly-1960.

In Chapter V on Sails, I pointed out the relationship between the center of lateral resistance of a boat and the center of effort of its sails. In dinghies and other centerboard boats, the problem in connection with moving those centers is reversed. In other words, in a centerboarder it is a simple matter to move the board forward or aft (which would be down or up respectively when the board is hung on a pin at its forward end) in order to move the center of lateral resistance and change its relationship to the center of effort. If you have a slight weather helm, moving the board aft or up will tend to compensate and correct the helm. If you have a lee helm drop the board or move it forward. Even with dagger boards which are dropped down through an open centerboard trunk, rather than permanently encased in the trunk and hung on a pin forward, there is generally enough clearance left at either end of the trunk to allow for this forward of aft adjustment.

Centerboarders in the natural order of things being smaller boats, the crew or live ballast comprises a greater percentage of total weight than in larger keel boats. It follows that it is even more important where this live ballast is placed in a small centerboarder. The same principles and rules should be followed in either case. All ballast, alive or dead, and all gear should be concentrated as nearly as possible amidships or near the center of balance of the boat. Keep it away from the ends of the boat. Place it where the boat balances best with the board in its most effective position.

It might be interesting to note that in Frostbite dinghies which have a minimum weight limit for the two crew of 275 lbs., excessive weight in almost every range of wind velocity is a distinct handicap. To put it another way, most of the dinghy sailors have found that is pays to race with a crew whose total weight is not over 300 lbs., somewhere between 275 and 290 being ideal. (This problem was "upped" a bit in December 1959 when the Larchmont Fleet of Inter-Club Dinghy Class sailors raised the weight limit—after 28 years—to 300 lbs.) An agile skipper and crew can make up for their weight in a hard breeze. It would seem to me that in such small centerboard boats as Snipes, Corrals, Lightnings, and even Ravens, due regard should be given to the total weight of crew, though the percentage relationship of crew to total displacement gets smaller as the size of the boat increases. Let it be thoroughly understood, however, that as the size of the boat increases the total weight of the crew allowed assumes less importance. For example, on Bumble Bee, a keel boat with a displacement unloaded of approximately 7500 lbs., we always raced with five people (principally because I feel that five pairs of hands are extremely helpful at times), while at Marblehead the International One-Designs seldom race with more than three (to keep the weight down, they say). A dinghy and its crew weigh in the neighborhood of 500 lbs. The addition of a third person weighing 150 lbs. would increase its weight by about 30%, while in an International One-Design the addition of another 150 lb. person would only increase its total weight by less than 2%, almost an inconsequential amount.
the Long and
Short of it is...

OVER 2,200 DUES NOTICES HAVE BEEN MAILED BY THE
CORRESPONDING SECRETARY. MEMBERSHIP DUES ARE
THE PRINCIPLE MEANS OF SUPPORT OF OUR SAILING
ASSOCIATION. PROMPT PAYMENT WILL HELP MAINTAIN
OUR CASH POSITION. IF YOU HAVE NOT PAID YOUR
DUES, PLEASE MAKE THIS SOMETHING YOU DO TODAY.

Here is what you buy
with FSSA membership:

★ Support of a strong national organization dedicated to the
one-design concept.

★ The right to compete in sanctioned regattas.

★ Nine copies of Scots n' Water per year.

★ The opportunity to associate with the best dang group you
will ever know.

★ Assurance that your investment in a Flying Scot was a sound
one.
Custom cruising cover for Flying Scots

Turn your Flying Scot into a cruising boat without affecting its racing performance for less than the cost of your outboard.

SPECIFICATIONS

- 10.10 ounce cotton duck. Sanforized; water repellent; mildew proof.
- 6 clear vinyl ports. Fore and aft are 20 x 10” each; side ports are 48 x 23 with sewn in nylon screens and zip up clear vinyl.
- 11 adjustable gunnel hooks on each side positively secure cover to deck.
- 6 adjustable hold straps secure cover to existing eye straps. No need to add hardware.
- Heavy duty No. 7 zippers fore and aft.
- Entire rig rolls into 6 ft. long 1 ft. diameter for easy stowage.
- Includes 6 hardwood battens for horizontal support.
- Total weight 20 pounds.

"I designed the Custom Cruising Cover for the Flying Scot to meet the desires of Scot sailors I know. Many Scot owners want cruising capability. This new Custom Cruising Cover gives you more inside 'cabin space' than many 25 foot cruising sailboats.

I've consulted other Flying Scot skippers who sail in the Lake of the Woods and Leech Lake Regattas and cruise various inland lakes. This cover is designed by Flying Scot sailors and built by one of the best custom tent makers in this area to maintain the high quality standards that Scot owners are accustomed to."  — Jack Culley, President, Sailboats, Inc. Member Fleet 95

No Modification Of Any Type Are Required To Your Flying Scot
The Custom Cruising Cover Installs In Five Minutes.

SAILBOATS, INC.
P. O. Box 2018, Loop Station
Minneapolis, Minnesota 55402

Please ship, prepaid, one CUSTOM CRUISING COVER for my Flying Scot.
Enclosed is my check or money order for $189.00

Name________________________________________
Shipping Address ___________________________________
City________________________________________State__________________________Zip____________________

SCOTS N' WATER
CAVEAT EMPTOR

FS 1890—Customflex—White Hull and Deck—2 Suits of Sails—1 Suit Schrock—1 Suit Murphy Nye—2 Spinnakers—1 Hard—1 Schreck—Completely Equipped—Many Extras—Pamco Trailer—Excellent Condition. Price $2,750.
Allen Johnson, 2202 Broadway, Apt. 15, Mt. Vernon, IL 62864
Telephone: 618-242-5620 (after 5 p.m. 618-244-3552)

FS 1909—Customflex—All White—Excellent Condition—Dry Sailed—Spinnaker (new)—Cover—Trailer—Griener Sails! Price $2,975.
Steve Fordell, 6900 Kalamazoo S.E., Caledonia, Michigan 49316
Telephone: 616-698-8183

Mrs. Frank Remmelka, 121 Frame Avenue, Waukesha, Wisconsin 53186
Telephone: 414-547-3941

For Sale: Set of Jones heavy duty storm sails, used only 3 times. Will accept best offer over $75.00.
Call 216-833-9890 or write E. S. Rowland, 1608 Radcliff, Massillon, Ohio 44646

Trophies presented to winners of Midwest Regionals last summer. Left to right: Tom Ehman, Bob Cowles, Joe Moore, Ted Glass, Hans Kuschnerus, Jim Smith and Duane Smith.

Scots arrive for Midwest Regional Regatta, held at Kalamazoo, Michigan, last summer.

BATTENS
MADE FOR RACING

FINEST QUALITY TAPERED BATTENS
FLEXIBLE AND MADE OF VARNISHED ASH
SET OF FOUR FOR MAIN — $5.75
Send check to:
DON BLYTHE, BATTENS
804 Euclid Avenue
Jackson, Mississippi 39202

STAINLESS HALYARD CRANK
Oversized, hardwood, roller handle is fitted on a machined stainless steel crank. Designed for maximum leverage and full hand grip. Used successfully by hundreds of Scat and Thistle sailors. Send check or money order to: CURT MEISSNER
4825 W. Knollwood
Radine, Wis. 53403

MAIL TODAY
SEND CHECK OR M.O. TOTAL $_______

B.H. BRUNER
147 N. 24th Street
Camp Hill, PA 17011

DO YOU HAVE MAINSHEET HANGUPS?

New Aluminum Flare Fillts will eliminate this troublesome problem. Easy to install. Light weight. Less than 6 oz. total. $8.95 per pair. Price includes postage. Fits only Douglass built boats.

JANUARY-FEBRUARY, 1973
MY ADDRESS LABEL IS NOT CORRECT

My correct name and address follows:

Name:

Street:

City:

State, Zip:

(please send this form with present label to the Corresponding Secretary)

---

Flying Scot Builders

RD 2, Box 310

Troy, Ohio 45373

---

Flying Scot Sailing Association

DISTRICTS

MICHIGAN-OHIO DISTRICT

Governor: JAMES S. SMITH

23930 Church Rd.

St. Clair Shores, Michigan 48080

---

FLYING SCOT BUILDERS

Empire Glass Blowing Co., Inc.

Third & Darrell St., Box 21

Glandford, Massachusetts 02097

Contact Info:

1877 Portland Ave.

Toledo, Ohio 43617

Oringa Glass Works Limited

15826 Pacific Hwy., NE.

Kent, Washington 98031

---

NORTHWEST DISTRICT

Governor: RICHARD ROSE

144 Raymond Street

Rockville Center, New York 11570

516-536-8665

---

CAPITOL DISTRICT

Governor: WILLIAM V. SINGLETARY

32 Beverly Drive

Durham, New Carolina 27707

919-449-1528

---

CAROLINA DISTRICT

Governor: JOEL DAVIS

Wilmington, Delaware 19810

1-724-463-3142

---

FLYING SCOT BUILDERS

Empire Glass Blowing Co., Inc.

Third & Darrell St., Box 21

Glandford, Massachusetts 02097

Contact Info:

1877 Portland Ave.

Toledo, Ohio 43617

Oringa Glass Works Limited

15826 Pacific Hwy., NE.

Kent, Washington 98031